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# Hongkong Daily Press.

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No. 14,781 號壹十八百七千四萬一第 日三十月七年壹十三緒光 HONGKONG, WEDNESDAY, AUGUST 23RD, 1905. 叁拜禮 號三十月八年五零百九千一英港香 PRICE, \$3 PER MONTH.

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THE HONGKONG DISPENSARY.  
[a1942]

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Hongkong, 1st March, 1905. [a1412]

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Hongkong, 12th July, 1905. [133]

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Hongkong, 17th January, 1905. [1682]

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Hongkong, 3rd October, 1900. [52]

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CHAMPAGNE GROWERS AND  
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Ship only the Finest Quality  
Extra Dry (Green Seal).  
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Hongkong, 17th May, 1905. [1221]

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Hongkong, 29th July, 1905. [61]

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AERATED WATER MANUFACTURERS.  
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HOUSEHOLD-LINENS, BEDSTEADS AND  
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20 PER CENT. (FOR CASH ONLY).

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Hongkong, 15th August, 1905. [a36]

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**POMMERY & GRENÔ,** Sec. extra Sec and Mature, in Magnums,  
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**GISSLER,** Very Dry, in bottles and 1/2 bottles.  
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**LANSON PERE ET FILS,** vin. 1900, in bottles, 1/2 bottles and 1/4 bottles.  
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Hongkong, 3rd August, 1905. [a37]

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Hongkong, 15th August, 1904. [a39]

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ALL NEW GOODS IN STOCK.

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Hongkong, 27th May, 1905. [a1289]

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WHISKY, FINE MALL	20.00
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THE TEACHING OF ZOROASTRIANISM AND PHILOSOPHY OF THE PARSIS RELIGION, by S. A. Kapadia	
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THE SAYINGS OF K'UNG THE MASTER, by A. Upward	
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ABDATH TOBACCO.  
CEAVEN MIXTURE [a24]

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Hydraulic Lifts to each floor.  
Electric Lighting and Fans.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
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CHARGES MODERATE, AND NO EXTRAS.

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A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
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Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.

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MANAGER.  
Hongkong, 24th July, 1905. [a1729]

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Special Rates for Tourists.  
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Hongkong, 31st October, 1902. [a4]

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Cool Rooms, Comfort of Residents, and the  
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Hongkong, 7th October, 1904. [a94]

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A most pleasant retreat for those desirous of  
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Comfortable accommodation for travellers  
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[a1417] THE MANAGER.

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LACQUERED WARE  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [a222]



## INTIMATION

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CAPSULE... \$12.00C. MANZANILLA, PALE NATURAL  
SHERRY, WHITE CAPSULE... 15.0C.C. SUPERIOR OLD DRY, PALE  
NATURAL SHERRY, RED  
CAPSULE... 16.00D. VERY SUPERIOR OLD PALE  
DRY, CHOICE OLD WINE,  
WHITE SEAL CAPSULE... 18.00E. EXTRA SUPERIOR OLD PALE  
DRY, VERY FINEST QUALITY  
(old bottled), BLACK SEAL  
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133

## NOTICE TO CORRESPONDENTS.

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should be addressed to THE EDITOR.  
Correspondents must forward their names and ad-  
dresses with communications addressed to the Editor,  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.No anonymously signed communications are to be  
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P. O. Box, 33. Telephone No. 12HONGKONG OFFICE: 10A, DES VUEX ROAD CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, AUGUST 23RD, 1905.

It is nine years since the Chinese Imperial Post Office was established by Imperial Decree. The date was March 20th, 1896. It had been thought of nearly forty years before that, a typical instance of the slowness with which any innovation, however desirable, is introduced in China. If the result in this case be typical of what awaits other Chinese reforms, then patience is, indeed, to be encouraged; and the motto "slow but sure" applied to China—China with European helpers, of course. According to Mr. Pym's report of last year's working, which we received yesterday, it was the good example set by the Customs in the early sixties that decided the Tsungli Yamen to agree to a national postal system. There were no coast steamers running in the winter, and the Customs arranged a connection of river steamers and overland couriers to serve Shanghai and Peking. It was in 1876, when the Chefoo Convention was being discussed, that Sir Thomas Wade learned of the Chinese awakening; but for some not clearly understood reason, nothing got into that Treaty, and the matter was dropped for another season. The Customs continued its postal enterprise, opening more offices, and even (in 1878) issuing stamps. That year saw a formal invitation to join the Postal Union. We are unable to find in the Hongkong Government Gazette of that period any reference to the British post-office at Hongkong, which a contemporary

suggests, the British were "ready to withdraw." It seems an unlikely thing. It is recorded that in 1879 the British post offices in Japan were closed, and the business turned over to the Japanese Government. The Chinese Government in those days had its own Courier Service, and the carriage of private mails was in the hands of private hongs, "long used and respected by the people." The British Post-Master-General tolerates no competition: it is the monopoly which has made his organisation what it is, the best and (next to Japan's) the cheapest in the world. In China, the Inspector General of Customs (who occupies the place of the P.M.G.) cannot go so fast. These native letter hongs are still in business in all parts of China. But there is no doubt they are being superseded as the advantages of the organised service become known. The Government has practically abandoned its couriers and trusts to the C. I. P. O. In the meantime, while the latter is slowly extending its tentacles over China, it is registering the private undertakings which it is yet unable to replace, and so securing some sort of regularity and order in the mass. Three hundred have been registered so far, and these now work in connection with the Imperial Post. Almost every represented nation has a post office in Shanghai. This is supposed still to be necessary although it is admittedly confusing. "But," says Mr. Pym's report, "they have since extended and opened at numerous ports, where French, British, German, and Japanese post offices are now found doing a work for which the national post office alone would suffice. Not only do they curtail the legitimate share of the latter in the interport carriage of correspondence, but the spreading of alien establishments at places where they are not wanted is resented, and retards in this country the popularity of an institution so closely resembling them." These are regarded by the N. C. Daily News as so many "pegs driven into the soil of China," more political than postal, a suspicion which is far from unreasonable. With regard to the present position of the C.I.P.O., it is established in every provincial capital, and has got sub-offices and branches in almost all important towns throughout the Empire. On December 31st there were altogether 1,319 offices. There are 117 foreigners on the staff. In 1904 sixty six million articles were dealt with, Canton's contribution to these being three millions. Although economy is the keynote of the administration, the institution is still run at a loss. The Customs department found all the money until last year, when, for the first time, a grant was made, the amount (to be annual) being Tls. 720,000. As usual in China, all the grant has not been paid yet.

There were no plague cases yesterday. An American theory of earthquakes may interest trembling Macao. It is that the Standard Oil Company has extracted so much oil from the earth that the axis on which the earth revolves has got hot and sticks at times.

The 2nd Battalion Norfolk and Derby Regiment, at Aldershot, has been ordered to provide a draft of 150 non-commissioned officers and men to join the 1st Battalion at Hongkong. The draft will embark early in September.

Field Marshal H. R. H. the Duke of Connaught has consented to become a Vice-President of the Royal Colonial Institute. Mr. J. G. Colmer, C.M.G., has been appointed a Councillor in succession to the late Lt.-General R. W. Lowry, C.B.

The *Financial News* of July 21st devotes four columns to a report of the fourth annual meeting of Replax Tusk & Sons, Ltd. "All previous results exceeded" was the essence of the report, the adoption of which was seconded by Sir A. Conan Doyle. The profits for the year were over £2,000.

Before Mr. G. N. Orme at the Police Court yesterday, nine women who were playing fan-tan in a house in Gough Street were arrested. Two were charged with being the keepers of the house, and the remainder with gambling therein. The first two defendants were each fined \$30, and the remainder \$25 each. An amount of \$134.70 was confiscated.

The London managers of the Hongkong and Shanghai Banking Corporation entertained a party of Japanese and English friends at dinner on July 17th at Hampton Court to meet Mr. Kurekiyo Takahashi, Vice-Governor of the Bank of Japan and Special Commissioner of the Imperial Japanese Government, in celebration of the successful completion of the last Japanese loan.

Another volume of the "Religions of the World" series, published by the Oxford University Press, will be ready immediately. This is "The Far East" by Mr. Archibald Little, who, in the course of a lifelong residence in the East has become personally acquainted with the bulk of the countries described, China as a whole and its dependencies: Manchuria, Mongolia, Turkestan, Tibet, Indo-China, Corea, Siam and Japan. There are nine coloured maps in the volume, and upwards of forty other illustrations.

The readiness with which the Chinese assist their compatriots in difficulty was demonstrated by an incident which took place on board the *Grand Simons* on her present outward run. Shortly after the vessel left Saigon nine coolies were found stowed away in the hold. Fortunately for them there was a number of fairly well to do countrymen on board, who subscribed the necessary money to pay their passages and saved the delinquents the consequences of their misdeeds.

An interesting memorial of the international expedition to Peking in 1900 has been placed in Victoria Park, Portsmouth, in the shape of an old Chinese bell which was taken from the Taku forts when Admiral Seymour was advancing to the relief of the Legations. Victoria Park, with its "Heroes' Corner," has many memorials of the brave deeds of our soldiers and sailors in all parts of the world, and the bell with its appropriate covering forms a valuable addition to the interesting collection of monuments.

An action was brought by the owners of the steamship *New York*, one of the American Line, against the Peninsular and Oriental Steam Navigation Company, the owners of the steamship *Assaye*, to recover the damage sustained by them by reason of a collision which occurred between the two vessels about 1.45 p.m. on March 10, 1904, in the Solent. Mr. Justice Baggallay, in a long and exhaustive judgment, said he did not think that the exemption in section 695 of the Merchant Shipping Act, 1894, applied to the *New York*, and the result was also was in charge of a compulsory pilot and so her owners were not liable for the damage caused by the collision. Each party would bear their own costs.

Here is a paragraph referring to the speech of Lord Curzon referred to elsewhere in this issue, and made at the Viceregal Council on 18th inst. the subject of the new scheme of Indian army administration. Referring to Mr. Brodick's despatch, he explained that the Government of India were instructed to introduce, without delay a form of military administration of which they learned only for the first time in this despatch, and said they must be pardoned if they were somewhat surprised at the manner in which it was thought necessary to convey those orders. He insisted on the fact that the new scheme was not of their creation. All they had been able to do was to effect the removal of some of its apparent anomalies and to place its various parts in more scientific relation to each other. The maintenance of the constitutional authority of the Government of India had been the sole object which he and his colleagues had in view throughout the discussion.

## THE MACKAY TREATY.

In the House of Commons on July 29th, Mr. Moon asked the Under Secretary of State for Foreign Affairs whether a reply had been received to the telegram sent by the Foreign Office early in May to His Majesty's Minister in Peking asking him to obtain a detailed statement of the complaints of a large number of British merchants in China that the Government of China ignores the Mackay Treaty, rendering the same ineffective in most essentials, and that the Government of China actively opposes the stipulation of that treaty as to currency, mining taxation, and navigation.

In reply, Mr. Pym, Under Secretary for Foreign Affairs, said:—A reply has been received from His Majesty's Minister at Peking, who has reported that he is sending home with his comments a detailed statement of the complaints of British merchants at Shanghai.

## HONGKONG DOCKYARD EXTENSION.

(FROM OUR LONDON CORRESPONDENT.)  
A parliamentary white paper, which was issued on July 20th, shows the works upon which expenditure is proposed to be provided for under the Naval Works Bill of the present session.

The total estimated cost of the Hongkong Dockyard Extension is given at £1,500,000. The expenditure to March 31st, 1904, was £642,351; the estimated expenditure from April 1st, 1904, to March 31st, 1905, is £240,549; and estimated expenditure for the financial years 1905-1906, and 1906-1907 is given as £476,000. The works are expected to be completed in the financial year 1907-8.

## PEKING SYNDICATES.

A circular has been sent out to the shareholders of the Peking Syndicate, stating that the accounts made up to the end of last year are being audited, and will be submitted to the shareholders at a general meeting, which will be held in the autumn. The directors hope that at that meeting their colleagues, Mr. George Jamieson, C.M.G., who has for the last five years been looking after the interests of the proprietors in China, will be present, so that the proprietors may hear from him the latest accounts of operations. The news received is satisfactory. The most recent advice by cable show that the syndicate's engineer and manager at their mines in Honan is confident of reaching coal by the end of October next, at the latest, and as all the plant required for an output has been shipped long ago, there is no reason to doubt an immediate production when once the coal has been reached. The agreement by which the syndicate sells its railway from Tientsin to Chinghsun to the Chinese Government in exchange for about £700,000 Chinese Imperial Government Railway 5 per cent. gold bonds, retaining a percentage of profits in the working, has recently been signed at Peking, and the bonds, when ready, will be handed over to the syndicate on behalf of the Chinese Government. The financial position of the syndicate is a very strong one, and, in the opinion of the board, the prospects of doing good business in China when peace will have been restored in the East have never been better. —*Evening Standard*.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## THE END OF THE BOYCOTT.

SHANGHAI, 22nd August.

The end of the boycott is here considered to be within measurable distance.

It is understood that the Viceroy and the Taotai have undertaken to suppress it.

[REUTERS' SERVICE.]

## THE PEACE CONFERENCE.

LONDON, 20th August.

It is stated in Portsmouth that M. de Witte has declined to entertain article No. 11, regarding the limitation of a Russian naval force in the Far East. He has intimated, however, that Russia has no intention of maintaining a naval force in the Far East, which will constitute a threat to Japan, or any other Power.

Baron Rosen dined with President Roosevelt last night. It is concluded that the President is endeavouring to prevent a rupture of the negotiations.

LATER.

Baron Rosen has conferred with President Roosevelt for an hour. It is known that President Roosevelt, before inviting Baron Rosen, secured the active cordial support of Great Britain, France and Germany, and that he also communicated with the Mikado.

## THE ANTI-AMERICAN BOYCOTT.

LONDON, 20th August.

Mr. Conger's special mission to China will not affect the position or the duties of Mr. Rockhill.

## THE CRUISE OF THE BRITISH CHANNEL SQUADRON.

LONDON, 20th August.

The British Channel Squadron has arrived at Esbjerg.

The *Nord Deutsche Gazette*, in an article evidently inspired and intended to allay the excitement produced by the cruise of the British Squadron in the Baltic, says that the visit is merely a reply to the repeated visits of German warships to British ports, and every sober-minded British and German subject wishes the visit will contribute to the mutual esteem of two great civilized nations.

## CHINA'S TRADE WITH PHILIPPINES.

There is prospect of more direct trade between Swatow and the Philippines than has existed heretofore, reports Consul Anderson at Amoy, China. It is understood that one of the transportation companies running steamships between Hongkong and the Philippines by way of Swatow and Amoy is planning a direct service between Swatow and certain Philippine ports of one steamer a fortnight, and offering if the trade justifies. There is considerable coolie traffic out of Swatow at the present time, but under existing conditions it is dealt with by the consuls of Hongkong or Amoy.

Swatow is shipping vast quantities of Chinese food products to the Philippines and to the Straits Settlements, as well as to Chinese ports. In season, large quantities of oranges of a good grade are exported. Trade with more southern points is growing in importance. Pickled cabbage and garlic form a staple, and considerable quantities of ginger, pomegranates, bananas, and fruit of various sorts are handled.

The use of foreign goods in Swatow is growing, and the large sums of money sent home by Swatow men abroad enable the people to keep up their foreign purchases in good volume. The Japanese lamp chimney factory in Swatow is doing a good business, and is working a constantly increasing force of men. It is turning out a cheap produce, which answers the demands of the Chinese market.

Work on the railroad from Swatow to Chuchow, at present in small force because of the loss of the recent riot in which two Japanese workmen were killed, has given an impetus to local trade.

Trade relations with the interior from Swatow are growing better. The sale of Japanese from small boats up river is increasing the volume of business in that commodity very greatly.

More direct trade with the Philippines will help Swatow greatly. It ought to be of corresponding benefit to trade in the Philippines and with the United States.—*Cable News*.

## JAPANESE PROSPECTUSES IN RUSSIA.

The *Globe* says a rather odd thing has just happened, and has caused much annoyance in Russia. One of the banks issuing the £10,000,000 of the last Japanese loan reserved for Germany was the Darmstadt Bank. This institution does a great deal of business in Russia, and accordingly has many clients in that country. The bank's employees seem to have harboured their Russian customers with Japanese prospectuses, and many of these have taken umbrage. Some of the St. Petersburg newspapers recommend that by way of punishment for this want of tact or taste, the bank should be boycotted. The boycott is not likely to take place, however, as was informed that, so far as its Russian business is concerned, the bank on the whole stands in the relationship of a creditor and not that of a debtor. One is a little curious to know how many application forms came back from the Russian recipients of the prospectuses. There may have been some response, but it is not probable that it was widespread enough to be accountable for the over-subscription of the loan.

## CANTON.

(FROM OUR CORRESPONDENT.)

Canton, 22nd August.

GOVERNOR CHANG'S DEPARTURE.  
Governor Chang's promotion to the Governorship of Shanai was confirmed by wire from Peking last week. He will leave here for Shanghai by one of the China Merchants' steamers on the 23rd instant. All the tablets of honour conferred upon him by Emperor Kwong Hsi and the Empress Dowager were removed to the Eight Bannermen's Hall yesterday. It was intended at first to disband the Governor's Body Guards, but subsequently Viceroy Shum discovered that the rank and file of the Governor's Body Guards were very well trained and disciplined soldiers, and now he intends to take them over. That means another huge increase to his Body Guard Corps.

OFFICIAL CALLS.

It was announced yesterday that Mr. James Scott, H.B.M. Consul-General, and the United States Consul-General, would call on His Excellency Viceroy Shum officially at 10 and 11 a.m. respectively. I believe the object of their visit was to discuss the American Boycott affair, which has come to the point of paralyzing foreign trade in general.

OFFICIAL APPOINTMENTS.

His Excellency Viceroy Shum has promoted Woo Ming Poon, the present Nam Hoi Magistrate, to be his Foreign Deputy. He has ordered the Tin Pak Magistrate, Chan Pak Han, to come immediately to Canton to take up the Nam Hoi's position, and has despatched Sit Wing Nin to relieve Chan Pak Han.

DISASTER CAUSED BY RAIN.

During the heavy downpour of rain at noon yesterday, two houses, Nos. 15 and 17 Ching Wan Lane (West end), collapsed. Fortunately no lives were lost.

YESTERDAY'S EXECUTIONS.

Thirteen criminals of the Nam Hoi and five of the Peon Yu's prisons, who were all sentenced to capital punishment, were taken to Ma' Tai yesterday and executed by order of Viceroy Shum. Seven of them, whose crimes were considered to be of a more serious character, were beheaded, and one named Lai Ah Hong, whose crime, I believe, was that of kidnapping the son of a wealthy man up-country, was strangled.

VICEROYAL BANQUET.

Viceroy Shum gave a large banquet at the Eight Bannermen's Hall, on the 18th instant, to discuss the following four important subjects: viz.—The Canton Hankow Railway, Standing Army for the Kwangtung Province, American Boycott, and the Establishment of a Sanitary Board. There were present at the feast:—His Excellency Viceroy Shum (Host), H. F. Wong Ching Mok (Special Envoy, commissioned by the Board of Commerce to investigate the Commerce of Kwangtung Province), the Provincial Treasurer, the Provincial Judge, the Salt Comptroller, Wen Taotai, Messrs. Ng Kai Ming, Sham Chi Lee, Leong Tat Chit Wong, Ching Ping, Chi Chai Ching, Che Siu Chuk, Leong Siu Shun (all directors of various charitable societies in Canton) and Ex. Admiral Ho Cheung Ching. The proposition of taking over the Canton Hankow Railway was the first subject debated. Nine of the principal conditions proposed by Viceroy Shum were unanimously adopted at the meeting. These conditions have already been telegraphed to Viceroy Chang Chih Tuang.

MORE MEMORIALS.

Yesterday, Viceroy Shum received telegraphic requests from Viceroy Yuan Shih Kai and Tan Feng to memorialize the Throne to abolish public examinations of the "Kue Yan" and "Tsun Sze" degrees.

ITALIAN OPERA.

AT THE CATHOLIC UNION.  
The Italian Opera Company gave a performance on Monday evening in the hall of the Catholic Union. The hall was crowded to its utmost capacity, a good many had to be content with standing room, and the performance was a perfect success in every way, judging by the applause which greeted each item. There is no doubt that this company, though small, is highly talented. The prima donna, Signora Vassallo Vinciguerra, possesses a powerful and well trained voice, while the same may be said of Signor Cesare Freddi, the tenor. Signora Freddi sings the mezzo soprano with a good deal of taste, and Maestro Vinciguerra acted as the accompanist in a clever style. The programme submitted on Monday night included scores from the Operas *Cavalleria Rusticana* and *Bohème*, preceded by a short concert. On Thursday night another performance will be given in the same place, when the programme will consist of scenes from *La Bohème*, *L'Esprit Amore* and *Il Repertoire*. This will probably be the last occasion which the public of Hongkong will have of hearing these artists, as we hear that they have been telegraphically invited to Shanghai and will leave on Friday or Saturday next.

CHINESE REFORMERS IN AUSTRALIA.

Writing on Chinese Reformers in Australia, a correspondent of the *Globe* says, Japanese influence is becoming strongly marked among the better class of Chinese residents in Australia, and they are beginning to view a spirit which is awakened feeling in the Celestial Empire. In Sydney a start has been made by the Chinese reformers by the establishment of an anti-opium crusade. There is a settled impression among the Chinese in Australia that the death of the Dowager-Empress will be followed by stupendous changes, in which the Reform party will play a conspicuous part. "What has proved possible in Japan," they say, "is also possible in China, if the right man is at the head of affairs." They believe in an alliance with Japan, and in the friendship of Great Britain.

## CORRESPONDENCE.

## BOYCOTT LITERATURE.

TO THE EDITOR OF THE "DAILY PRESS."  
Sir,—A Coolie is charged and remanded for exhibiting a drawing of an electric tram, the seats of which were occupied by beasts, vermin and reptiles. Underneath was written: "Beware! Look at this!" Perhaps this man is merely a philanthropist eager to call attention to the "first class" accommodation of the electric cars. Going in one direction one end is occupied by first class passengers, marked "first class" and charged "first class." The other is occupied by coolies, marked "third class" and charged "third class." Returning by the same car the end just vacated by the coolies becomes "first class" by merely changing the boards; and besides the honour of paying "first class" fare for the late coolie's seat, one has the chance of sharing it with any beasts, vermin or reptiles probably left behind by the coolie or his belongings.

## BRITISH NORTH BORNEO.

[FROM OUR CORRESPONDENT.]

Sandakan, 15th August.

THE RESIGNATION OF THE GOVERNOR.  
The whole of this "storm in a tea cup" has been brought about, as far as can be ascertained here, by the Court of Directors in London attempting to force the Governor to accept a salary entirely out of all keeping with his position, the entertaining he is called upon to do, and the responsibility of governing a slice of country as large as Ireland. He, very naturally "kicked," vigorously, and no doubt the truth that has now been declared means that the matter will be settled by mail—no doubt by the court giving in, at least to some extent.

## A LACK OF DISCIPLINE.

The American Flag Ship *Rainbow*, Admiral Richter, came in on the 13th, and left last night. According to all accounts, the men of this ship behaved themselves in anything but a decent and respectable manner, whilst here. Personally I admit I saw nothing of it, but this must be because I was in-doors nearly all day. The lack of discipline seemed to strike people here most.

## DESPERATE ATTEMPT AT SUICIDE.

The No. 2 Comptroller of the S.S. *Man Sang* made an attempt at suicide, to-day, by adopting the entirely novel method of driving a couple of 2 inch or 2½ inch nails well home into the top of his skull. It is a marvellous thing, but the man never fainted, or made any fuss. The doctor was sent off as soon as possible, and the man has been taken to the hospital. He was alive when he arrived there, even after the nails were extracted, but he is, of course, not expected to live.

## CHINA'S AWAKENING.

NOVEL SCHEME OF REFORM.  
One of the London halfpenny papers, received by yesterday's mail, had the following:—Your special correspondent at Peking wires under Tuesday's date:  
Although many conflicting reports are current in the capital concerning schemes for the awakening of China, there are undoubtedly signs that at the close of this war the right moment will be—when—some—schemes—will—be—taken—over—by—officials. Officials are to be sent to all parts of the world to investigate the systems of constitutional government, after the manner of the mission of Prince Iwakura subsequent to the restoration in Japan.

Two officials are to be sent to Japan itself. The deputations are to include the Minister of War, who, in that capacity, leaves China for the first time. The officials are also to be engaged in some secret mission regarding Manchuria. All will start a few weeks hence.  
I have obtained a copy of a reform scheme drawn up by the powerful Viceroy Yuan Shih Kai, which finds considerable favour with the Throne. It is as follows:—  
1. To give special privileges to local authorities.  
2. To thoroughly reorganise the Government Administration, and to appoint new officials throughout the empire.  
3. To withdraw all distinctions between Manchuria and China, and bring the great province within the empire.  
4. Not to place trust in all promises made to the Government, and to allow time for the adequate trial of a reformed Administration.  
5. Abolition of the old system of appointment of officials.  
6. A scheme for helping the poor.  
7. To establish schools throughout the empire.  
8. To adopt conscription.  
9. To allow a certain amount of independent action on the part of local authorities.  
10. To strengthen the finances by gradually gathering in funds from all the provinces.

The officials of the Province of Anhui have held a great meeting, at which they decided to construct railways throughout the whole territory under their jurisdiction.  
Four high Chinese officials have been ordered to proceed to Japan, Europe, and America to investigate the systems of constitutional government. One other object of this mission is believed to be an endeavour to induce the Powers to call an international conference, on Far Eastern affairs.

## JAPANESE HOMAGE TO GENERAL KONDRATENKO.

The *Russky Slovo* learns from Odessa that the last little band of Russians to leave Port Arthur arrived there. Before the Russians set out Japanese took them round and showed them the work that has been done to fortify the place. Everything that the Japanese found left of Russian buildings was destroyed by them, and everything built entirely afresh, but stonily, economically, and surprisingly quickly. The Russians were enchanted at the sight, and the fortress is now so strong that it could not be taken; at least, that is the report brought home by the Russians. The house in which General Kondratenko lived was, however, spared by the Japanese as a memorial to that brave man; the house remains as it was during the siege. The Japanese have gathered together in the modest house everything that can remind one of the hero's life and work, and above the door is written "Here dwelt the Russian hero, General Kondratenko."







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and sent to the Press, before 11 a.m., on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address: Press, Editor: A.B.C., 5th Ed. Lovers.

P.O. Box, 88, Telephone No 12

## NEW ADVERTISEMENTS

DIOCESAN SCHOOL & ORPHANAGE.

SCHOOL DUTIES will be resumed on FRIDAY, 1st September. For prospectus apply to THE HEADMASTER, Hongkong, 23rd August, 1905. [1905]

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 29th inst., at 3 p.m.

For Freight, apply to DAVID SASSOON & CO., LD., Agents, Hongkong, 22nd August, 1905. [1945]

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ALCINOUS,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 24th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 24th August.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th August will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st September, or they will not be recognised. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents, Hongkong, 22nd August, 1905. [9-10]

S.S. "ERNEST SIMONS," COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dionysius" and "Macedon" from Barcelona ex s.s. "Ville de Marseille," in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 24th inst., at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 28th inst., or they will not be recognised. All damaged packages will be examined on Tuesday, the 29th inst., at 3 p.m.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent, Hongkong, 22nd August, 1905. [2]

## NOTICE OF REMOVAL

THE Office of the HONGKONG, CANTON AND MAO STEAMBOAT COMPANY, LIMITED, has this day been REMOVED to HOTEL MANSIONS (First Floor) OPPOSITE THE HONGKONG HOTEL, Hongkong, 22nd August, 1905. [1947]

## REMOVAL NOTICE.

MESSESS. G. FALCONER & CO. have REMOVED to their New Premises in HOTEL MANSIONS, Pedder Street, OPPOSITE NEW POST OFFICE SITE, Hongkong, 2nd August, 1905. [1948]

## FOR SALE.

THE COTTAGE, BARKER ROAD. Apply to— E. A. RAM, 17, Queen's Road Central, Hongkong, 21st August, 1905. [1933]

## "SEETON."

A FIRST-CLASS FAMILY HEALTH RESORT. Splendid Bathing Facilities for Adults and Children. Separate Bathing Accommodation for Ladies and Gentlemen. Lavins suitable for private parties and picnics let by arrangement.

First-Class Refreshments only supplied. Picnics catered for. Special luncheons will leave Blake Pier on the following days (weather permitting): Tuesdays and Thursdays, leave at 3.15 p.m., return at 7 p.m. Saturdays, leave at 3.15 p.m., return at 7 p.m. Sundays, leave at 3.15 p.m., return at 7 p.m. Luncheons will call at Police Pier, Kowloon, on Saturdays and Sundays.

Return tickets (including refreshments) \$1.00. For further particulars, please apply to the undersigned.

SAMUEL SEE, Manager, Care of 15, Connaught Road Central, Hongkong, 17th August, 1905. [1896]

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. KAUFMANN'S WHARF STALL. Price 15 cents per copy cash. Hongkong, 22nd December, 1903.

## INTIMATIONS.

## FITZ-GERALD BROTHERS' MAMMOTH CIRCUS COMBINATION.

LAST FIVE NIGHTS! LAST FIVE NIGHTS! SEASON CLOSING SATURDAY, 26th AUGUST.

PRONOUNCED BY PRESS AND PUBLIC TO BE THE BEST SHOW EVER SEEN IN HONGKONG.

TO-NIGHT (WEDNESDAY) TO-NIGHT AUG. 23 AUG. 23 MATINEE THIS (WEDNESDAY) AFTERNOON.

LOCATION: CAUSEWAY BAY.

Prices—Boxes and First Chairs \$3; Second Chairs \$2; Stalls \$1; Gallery (Chinese only) 50 cents. Special rates for men of the Military and Naval Services.

Box Plan at ROBINSON PIANO COMPANY. Special Trains will leave the Post Office every few minutes direct to the door and will accept passengers after the performance. A special Tram runs to the Peak after the performance.

HAL GEORGE, Representative, Hongkong, 23rd August, 1905. [1910]

## HONGKONG VOLUNTEER CORPS.

## GRAND PROMENADE CONCERT.

ON THE VOLUNTEER PARADE GROUND (Near Tramway Station).

FRIDAY, AUGUST 25th, AT 9.15 P.M.

Tickets \$2, and \$1, can be obtained at the Volunteer Head Quarters, near the Hongkong Club.

Hongkong, 22nd August, 1905. [1952]

## WEBLEY &amp; SCOTT REVOLVER &amp; ARMS CO., LD.

## AUTOMATIC REVOLVERS, SPORTING GUNS, &amp;c.

## G. REISS &amp; CO., LD.

SOLE AGENTS FOR CHINA & JAPAN 12 SZECHUEN ROAD, SHANGHAI. [1571]

## NOTICE TO MARINERS.

No. 212 (Special).

CHINA SEA. CHEFOO DISTRICT.

Tower Hill Light exhibited.

NOTICE IS HEREBY GIVEN that the Tower Hill Light, Chefoo Harbour, was exhibited for the first time at sunset on the 21st July.

The illuminating apparatus is dioptric, consisting of the Third Order, showing a fixed white and red light varied by a single eclipse every ten seconds, thus:—

1. 8 seconds Light. 2. Eclipse. The Light shows Red from S. 31° W. to S. 41° W. White from S. 41° W. to S. 50° W. Red from S. 50° W. to N. 80° W., except where it is obscured by the Islands of Kungkingtau. White from N. 80° W. to N. 72° W., and Red from N. 72° W. to where it is cut off by the land. It also shows Red, within the Harbour only, from S. 25° E. to S. 34° W.

Hearings are magnetic and from seaward. Approximate Position:—

Latitude 37° 33' N. Longitude 121° 25' E. W. FRED. TYLER, Coast Inspector, Shanghai, 25th July, 1905. [1910]

## PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W. J. W. KEW, Manager, Hotel Mansions, 3rd Floor, Hongkong, 8th August, 1905. [1433]

## THE DIRECTORY AND CHRONICLE FOR 1905.

Complete Edition ... \$10.00 Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1905. With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office Hongkong 17th July, 1905.

## INTIMATIONS.

## NOTICE.

THE Undersigned invite applications for the post of COMPTROLLER to an old and well established Bank. Applications to be in writing and to state qualifications and age of applicant. The highest references required. No one need apply unless he is an experienced man of business and prepared to give substantial security.

Apply to— JOHNSON, STOKES & MASTER, Hongkong, 21st August, 1905. [1934]

## NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the public that in addition to the recent reduction in price of gas to \$3.00 PER THOUSAND cubic feet, they now offer the following FAVOURABLE TERMS TO INTERESTED CONSUMERS:—

1. SERVICES up to 50 feet in length will be laid FREE.

2. NO CHARGE will be made for METER-FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intending or existing customers.

The Company has or sell all kinds of Gas-fittings, whether for Heating, Cooking or Lighting, and INVITE INSPECTION of their stock at their NEW SHOW ROOMS at WEST POINT.

GEORGE CURRY, Local Secretary, Hongkong, 14th June, 1905. [1441]

## NOTICE.

A MEETING of His Majesty's Police Magistrates and Justices of the Peace for the Colony will be held at the Magistracy, at 2.15 p.m., on MONDAY, 28th AUGUST, 1905, for the purpose of considering the following applications under the Liquor Licences Ordinance, 1898, viz:—

1. To permit one ESTHER OLIVER to remove the business now carried on by her under a Publican's License on premises No. 72 and 74, Queen's Road Central, under the sign of "The New Traveller's Hotel" to the Ground Floor of No. 64, Queen's Road Central, during the reconstruction of the former.

2. To transfer from one I. F. SAAVEDRA to MICHAEL KOSSACK the Adjunct License to sell and retail intoxicating liquors on premises No. 2, Wyndham Street, under the sign of "Hotel Baltimore."

F. A. HAZELAND, Police Magistrate, Magistracy, Hongkong, 17th August, 1905. [1923]

## NOTICE.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—

On MONDAY, 28th August:— From Lysons West Battery, towards entrance to Junk Bay, at ranges of 600, to 4,000 yards, commencing at 9.30 a.m., and finishing at 11 a.m.

If the weather is unfavourable on the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

BASIL TAYLOR, Harbour Master, &c., Harbour Department, Hongkong, 15th August, 1905. [1909]

## CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE AND KYNOL'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO., 100 Hongkong, 28th November, 1902. [1909]

## AUCTION

PUBLIC AUCTION, IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION. Action No. 175 of 1905.

To be sold by Public Auction by Order of the Supreme Court of Hongkong. VALUABLE LEASEHOLD PROPERTY, situate in the Colony of Hongkong and known as No. 83 Wellington Street, erected on Section A of Sub-section No. 5 of Section C of Island Lot No. 52.

On THURSDAY, the 24th day of AUGUST, 1905, at 3 o'clock p.m., by Mr. G. P. LAMBERT, at his Sales Rooms, Duddell Street,

ALL THAT piece or parcel of ground situate, lying and being in Victoria, in the Colony of Hongkong, and registered in the Land Office as Section A of Sub-section No. 5 of Section C of Island Lot No. 52. Together with the messuages, erections and buildings thereon known as No. 83 Wellington Street, and all rights, privileges, easements and appurtenances thereto belonging and appertaining, and which said piece or parcel of ground is held for the residue of the term of 15 years and of the further term of 224 years commencing on the 26th day of June, 1843, created therein by a Crown Lease and Indenture of Extension of the said Island Lot No. 52, dated respectively the 14th day of August, 1845, and the 2nd day of March, 1867, subject to the payment of \$7,674, the due proportion of the annual Crown Rent, and the observance and performance of the covenants and conditions in the said Crown Lease and Indenture of Extension, so far as they relate to the said premises, and subject also to an Indenture of Mortgage dated the 19th November, 1904, in favour of WONG SIK HUNG.

For further particulars and conditions of sale, apply to Messrs. BRUTTON, HETTER and GOLDING, Solicitors for the Plaintiff in the above Auction, or to Mr. G. P. LAMBERT, Auctioneer. Dated the 18th day of August, 1905. [1919]

## PUBLIC COMPANIES

## HONGKONG HOTEL CO., LIMITED.

## NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the COMPANY'S HOTEL, on SATURDAY, the 2nd September, 1905, at 12.15 p.m., for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1905, with the Report of the Directors and to discuss any matter that may be brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th August to the 2nd September, both days inclusive. By Order of the Board.

C. MOONEY, Secretary, Hongkong, 22nd August, 1905. [1951]

## THE HONGKONG COTTON SPINNING WEAVING &amp; DYING COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers, on SATURDAY, the 2nd September, at 12.30 p.m., for the purpose of receiving the Report of the Managing Committee and Statement of Accounts to 31st July, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd August to 2nd September, both days inclusive. JARDINE, MATHESON & CO., General Managers, Hongkong, 21st August, 1905. [1938]

TEBRAU PLANTING COMPANY, LD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at its Registered Office, Alexandra Buildings, on TUESDAY, the 5th September next, at Noon, for the purpose of considering the following Resolution, which was passed at the Extraordinary Meeting of the Company held on the 18th August, will be submitted for confirmation as a Special Resolution.

"That the Company be wound up voluntarily and that the General Managers be and they are hereby appointed Liquidators for the purpose of such winding up."

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 19th August, 1905. [1922]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half year ending 30th June last, at the rate of ONE POUND AND FIFTEEN SHILLINGS STERLING per Share of \$125, is payable on and after MONDAY, the 21st day of August, current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors. J. R. M. SMITH, Chief Manager, Hongkong, 21st August, 1905. [1937]

## HONGKONG &amp; WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share for the half year ending 30th June, 1905, declared at Monday's Ordinary Half-Yearly Meeting, will be payable at the Offices of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 22nd August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors. THOS. I. ROSE, Secretary, Hongkong, 22nd August, 1905. [1950]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. 4005 issued in Hongkong on 23rd September, 1904, for 50 Shares of this Bank numbered 36827/36858 in the name of ANTONIO OSORIO, of Manila, has been LOST, and should the same not be produced before the 26th day of August, a DUPLICATE CERTIFICATE will be issued to the said ANTONIO OSORIO, and no transaction taking place under the aforesaid Share Certificate No. 4005 will be recognised by the Corporation.

By Order of the Court of Directors. J. R. M. SMITH, Chief Manager, Hongkong, 26th July, 1905. [1760]

## TO LET.

TWO GOOD ROOMS in ICE HOUSE STREET, suitable for Offices. Apply to— DAVID SASSOON & CO., LD., Hongkong, 29th July, 1905. [1783]

TO LET in a Quiet House in KOWLOON. TWO FURNISHED ROOMS, with Bathrooms and Amah's Room; either separately or together. Electric Light and Fans are laid in. Catering might be undertaken. Write— B. M., Care of Daily Press Office, Hongkong, 21st August, 1905. [1955]

## TO LET.

"THE OAK," No. 33, CONDUIT ROAD, Six Roomed House, with Tennis Court. Apply to— C. F. DE CARVALHO, Care of H. and S. Bank, Hongkong, 19th August, 1905. [1920]

## TO LET.

SUITE for Offices, TWO ROOMS in Prince's Building. Apply to— LAUTS, WEGENER & CO., Hongkong, 4th August, 1905. [1905]

## TO LET.

DWELLING HOUSES on Pedder's Hill, occupation from the 1st June. For Further Particulars, apply to— DAVID SASSOON & CO., LD., Hongkong, 6th April, 1905. [907]

## TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases. Apply to— CHUNG SHUN KOO, First Floor, No. 10, Queen's Road Central, Hongkong, 18th July, 1905. [192]

## TO LET.

## HONGKONG CLUB.

## TO LET.

TWO ROOMS on the Ground Floor of the Annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary, Hongkong, 1st June, 1905. [1350]

## TO LET.

2ND FLOOR of No. 6, DES VOEUX ROAD CENTRAL, now occupied by the Standard Oil Co. of New York. Apply to— DAVID SASSOON & CO., LD., Hongkong, 24th July, 1905. [1731]

## TO LET.

NO. 1, RIFON TERRACE. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS: PRAYA EAST. A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., LD. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 3rd August, 1905. [181]

## TO LET.

SPACIOUS GODOWNS, formerly known as McGregor Barracks, fronting the Praya. For further particulars, apply to— DAVID SASSOON & CO., LD., Hongkong, 22nd July, 1905. [1725]

## TO LET.

NO. 3, MACDONNELL ROAD. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 20th July, 1905. [1707]

## TO LET.

HALF OF THE PREMISES at present occupied by THE ROBINSON PIANO Co. Possession, November 1st. Apply to— W. BREWER & CO., Queen's Road, Hongkong, 22nd August, 1905. [1949]

## TO LET.

UNFURNISHED at No. 31, CAINE ROAD (Possession 1st October, 1905). SIX-ROOMED HOUSE and Garden. Healthy locality. Three storied building. View of Harbour. Apply to— CHOW DART TONG, Care of DARTLEY & CO., Top Floor No. 19, Queen's Road Central, Hongkong, 30th June, 1905. [1632]

## TO LET.

MEIRION, No. 2, THE PEAK. Immediate possession. Apply to— E. JONES HUGHES, Hongkong, 6th June, 1905. [1166]

## TO LET.

ONE OFFICE ROOM on 2nd Floor PRINCE'S BUILDING No. 1. Apply to— REUTER, BROCKELMANN & CO., Hongkong, 4th August, 1905. [1831]

## TO LET.

NEW HOTEL in ROBINSON ROAD KOWLOON. Furnished or Unfurnished. Possession on 1st January, 1906. For particulars apply to— CHINA MERCHANTS S. N. CO., 15 & 16, Connaught Road, Praya West, Hongkong, 3rd August, 1905. [1824]

## TO LET.

NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905. Apply to— E. A. DE CARVALHO, 14, Arbuthnot Road, Hongkong, 13th May, 1905. [1119]

## TO LET.

GODOWN, No. 5, NEW PRAYA, Kennedy Town. Apply to— HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 28th June, 1905. [1539]

## TO LET.

NO. 74, CAINE ROAD. No. 2, MACDONNELL ROAD. Apply to— COMPADORE'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. [184]

## TO LET.

ONE or TWO ROOMS, as Offices or Bed-rooms, in Des Voeux Road. Central position. Light and Airy. Apply to— "M.", Care of Daily Press Office, Hongkong, 15th August, 1905. [1890]

## TO LET.

SHOP and FIRST FLOOR in MANSION BUILDING (approaching completion) next door to Messrs. Knave & Co. Apply to— MACGOWEN, FRICKEL & CO., Hongkong, 15th August, 1905. [1889]

## TO LET.

4 NICE ROOMS (UNFURNISHED) on Ground Floor. Cheap. Apply to— H. T., Care of Daily Press Office, Hongkong, 17th August, 1905. [1908]

## TO LET.

THE EYRE, Peak. Nos. 4, 6, 15 & 21, BULLIOS TERRACE. Nos. 7 & 13, BEAGONSFIELD ARCADE, Top Floors. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rent. 2ND FLOOR in Central position, containing Four



## INSURANCES

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHATELIE**

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.  
Hongkong, 21st April, 1897. 181

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY, LTD.**  
TOTAL FUNDS AT 31st DECEMBER, 1904. £17,161,399

I. AUTHORIZED CAPITAL... £3,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 837,500  
II. FIRE FUNDS... 3,601,266 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

BHEWAN, TOMES & CO., Agents.  
Hongkong, 30th June, 1905. 1567

**UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED**

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO., Agents.  
Hongkong, 1st January, 1904. 13

**BOARD AND RESIDENCE**

**MRS. GILLANDERS**  
"GLENWOOD,"  
27, CAINE ROAD.  
Hongkong, 15th March, 1904. 1761

**FIRST-CLASS BOARD & RESIDENCE.**

"ST. GEORGE'S HOUSE,"  
2 & 4, KENNEDY ROAD,  
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"TOWER HOUSE," Kennedy Road.  
EXCELLENT Table, Every home comfort.  
Well furnished rooms facing the harbour.  
For terms, apply to—  
MRS. G. SACHSE.  
"St. George's House,"  
Hongkong, 17th March, 1903. 170

**BOARD AND RESIDENCE.**

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Gentlemen. Good Locality; Central.  
Tennis: Hongkong.  
Apply to—  
G. L.  
Hongkong, 18th August, 1905. 1921

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A LARGE AND COMMODIOUS  
RESIDENCE standing in its own  
grounds, with Tennis Courts, Good Dining and  
Reception Rooms, Large Airy and Well  
Furnished Bedrooms, every home comfort. Fine  
View of the Harbour. Terms moderate.  
Apply to—Mrs. F. W. WATTS.  
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Hongkong, 27th June, 1905. 1533

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Mr. Barker  
Lieut. H. P. Bell, R.N.  
Mr. Geo. Bennett  
Mr. & Mrs. J. E. Bing-  
ham and child

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Mr. W. S. Basall  
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Chambers  
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Mr. D. O. Clark  
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Mr. & Mrs. E. H. Frisley  
and infant

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Mrs. E. Grone  
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Mr. May Strezinski

## THE PASSING OF THE CRIMP.

That London has seen her best days as a seaport is a melancholy truth which is made the more regrettable by the fact that Londoners seem indifferent to the port's decline. A walk through the docks at Liverpool, Bristol, Shields, and Greenock gives much comfort to the seafaring eye, for not only are dockers and shippers busy, but there are signs on every hand that business men in these places are familiar with up-to-date methods. London's docks and its Sailortown show no sign of either one or the other. The docks have a listless air, and the sailors' quarter is strangely quiet. Most disquieting fact of all is that the crimp—the parasite who has fed upon sailors' generosity and folly in the days when London was a great port—is removing to Liverpool, Antwerp, and Harve. Compared with Park-lane, Liverpool, Sailortown has the quietness of a decayed cemetery. The shops in the sailors' quarter of the world's greatest seaport have a richer supply of the gear of old deep-water sailors—the gay serge suits, pink socks, and square-toed, Derby-tied shoes, for himself, and the gaudy bracelets and earrings for the girl he loves. One may see a procession of the seamen of the human race rolling along Park-lane—picturesquely dressed Lascars, Malays, Greeks, Russians, Dutch, French and English, with here and there a negro as black as Newcastle coal. These are the men with money to throw away—the men dear to the heart of the crimp.

I remember one crimp who lived in one of the fine old Stepney mansions which were the homes of the London eighteenth-century merchants, and after some acquaintance with his history, I must express my surprise that he went down to his grave without a violent death. He was an Irishman named Williams—a spare man of middle height, with the calm, impressive face of a Chinaman. In the brief time of London's trade with the East, when sailors drew fifty pounds for a two years' cruise, Williams had his heyday. He had the choicest drinks, served by the prettiest girls, according to Jack Tar's ideal of beauty, and the cleverest hidden that one could have found in any sailor's part of the world. Joe Beef, of Montreal, French Annie, of the same city, the Old Man by the Boat at Buenos Ayres have spread their fame among sailors over the four quarters of the globe, but Williams had a renown peculiarly his own. A man would enter his house an hour or so after being paid off from a two or three years' trip. The next morning he would find himself lying in an alley off Ratcliffe Highway with but his shirt and trousers left him.

More often than not Williams varied the job in an even more profitable fashion by Shanghaiing the man on a collier-ship which, by reason of its over-insurance, was never meant to return from deep water. These were things apart from the ordinary run of his trade. His real business was to supply crews to miserly shipowners and tyrannical captains who grudging good food and fair wages to their men. Williams supplied all grades, from a mate with a captain's ticket to an ordinary crew who was making his first trip, and so showing extra work on the A.B.s. The world, the devil, and the flesh had emptied their purses, and they were forced to go to Williams, who gave them meal and malt at exorbitant prices, paid by advance-note. He found them ships, shunned of decent sailors, supplied them with kits, and his bill took at least two-thirds of their wages for the trip. The men were run aboard in a drunken state, so that the ship was in the Channel before they had time to look at the kit for which they had paid such fancy prices. Then the full extent of Williams' humour became visible. In place of the underclothing, socks, boots, and dangerous which make the usual kit, were found two old shirts and the remainder of the bag stuffed with straw. This necessitated a visit to the captain's stow chest, with the result that the sailor would come back with a couple of sovereigns for his long cruise.

In the heat of his anger he would yell "to-kerpse" the wily crimp when he returned. No more striking proof of the lack of malice in Jack's heart can be given than the fact that, when he did return, if he met the crimp, he calmly invited him to have a drink, after a hearty curse at his cunning. The drink often became a spree, which led Jack to the crimp's house to finish the night. Next morning he awoke without a cent, and was forced to stay with Williams until the latter had found him a new ship and a new kit.

Williams regarded himself as a public benefactor. He claimed that he forced men to work who otherwise would have loafed their way through life. "No man likes work," he said, philosophically, "sailors least of all. Of all the lowest, meanest, and most dangerous of the lot, the loathsome sailor usually finds his way to goal. My manner with them may be a bit rough, but it saves them from the Old Bailey."

The first great blow at the crimp in London and elsewhere was the opening of the Sailors' Homes. The one in Wells-street, E., will celebrate its 71st birthday this year, and during its long history the home has been associated with every distinguished sailor of the British Navy and mercantile marine. Its gallery of portraits is as fine a collection of old salts as one would wish to see. The "Wells-street Sailors' Home" finds sailors' ships, draws their wages for them, if necessary, and pays it into a bank, so that the sharks who prey on poor Jack may be escaped, and gives him board and lodging at very moderate rates.

The other blow that the London crimp received—although the effects were felt everywhere—was the abolition of the coffin-ship by the Pilmoll line. This line is painted on every ship according to the Board of Trade regulations as to her carrying capacity, and no English ship that is overloaded can leave a British port.

But the listlessness of our merchants has brought about the decay of London trade. At one time great ships sailed from this city to the East, and returned to be unloaded in a London dock. Few great ships enter or leave a London dock nowadays. They make for Antwerp, instead, where the goods destined for London are unloaded on small lighters. Twenty years ago we had the great trade direct to and from the East, and the lighter trade to Antwerp, which got its Eastern goods in British barges. And English sailors had big pay-days, and the sharks who preyed upon them were many. Once again, no crimpmer commentary on the decay of London as a seaport can be given than its description by the crimp.—Evening Standard.

**THE IMPENDING GREAT BATTLE.**

IN A JAPANESE PAPER'S COMMENT.

An article under the above heading the *Nippon* observes that while the plenipotentiaries of Japan and Russia are now about to enter upon negotiations for peace, each country is eagerly pushing forward military operations at the front. Which will take place first, outside the *Nippon*, the signing of a peace protocol, or the coming-great battle, is difficult to say. The Japanese have completed the occupation of Saghalien, invaded De Castries Bay on the Siberian coast, and are now about to cross the frontier of North Korea. They have never slackened their activity in strengthening the forces in Manchuria. On the other hand the Russians have surrendered Saghalien with but slight opposition, and they are directing little attention to the defence of the Korean frontier. This is because the Russians are concentrating their energy in Manchuria with the hope of obtaining a great victory over the Japanese, and are exerting everything to that end. General Linovitch, as Commander-in-Chief, is naturally intent in achieving something superior, and the Tsar and his officials are also fervent in their desire to obtain a victory so as to minimise Japan's demands, maintain the confidence of the Russian people, and regain the respect of the Powers. Their bombastic proclamations for the continuation of the war cannot be altogether considered as mere bluff. In the battle of Mukden, the Russians lost half their forces. Since then, they have effected great improvements in the Siberian Railway and increased the transporting capacity of the line. Despite the internal disturbances, and the difficulty of mobilisation, they have now succeeded in placing on the field a larger army than before the battle of Mukden. The army is in the best of spirits, quite different from what it was before, when they were merely attempting to check the advances of the Japanese. The statement of General Linovitch in his recent message to the Tsar that the moral of his troops inspires complete confidence, and that the armies in the field are ready for any task, cannot, therefore, be dismissed as mere boasting.

Continuing, the Tokyo journal says the Russians are anxious for battle and to win a great victory, and the Japanese are quite willing to allow them to fight with all their strength, but they will never attain the victory desired. According to their proclamation, the Russians are fully prepared for a great battle, and they may even take the offensive by operations simultaneously opened over the whole front. On the other hand, there can be no doubt that the Japanese will leave nothing undone to counter-balance the preparations of the enemy, and it is certain that the Japanese will gain an advantageous position in the fighting. The Japanese are used to victory, but cannot the content with mere victory any longer. The success in the impending battle must be far greater than before. The victory of Admiral Togo in the Battle of the Japan Sea was greater than was anticipated—so appalling was it that Admiral Togo attributed his success in a large measure to the grace of Heaven. "This cannot always be expected, but it is highly desirable that the army may achieve equal success. The circumstances of the battle of Mukden and the battle of the Shiao must not be repeated, and the coming battle must be really decisive."

In conclusion, the *Nippon* points out that the Russians are striving hard to obtain victory so as to regain their fallen prestige, while the Japanese are exerting themselves to score a sweeping success and so complete their victory in the present war. Each side is pushing forward preparations for this end. The delay in the fighting is due to the rainy season, and the great distance by which the main forces of the two armies are separated. If, when the rainy season is over, the enemy keeps himself as far away as possible, it will be impossible to give battle. If General Linovitch is determined to fight, as he represents to the Tsar, and if he is an officer capable of managing a large army, he ought to come southwards and fight. Judging from the strength of the opposing armies, which have been largely reinforced of late, a formidable battle will be fought without delay. If a peace protocol should be signed before the battle is fought, General Linovitch will appear an incapable commander, contrary to the general estimation formed of him.

**CONTRABAND AND SEAMEN.**

An interesting case was decided on the 1st ultimo in London by the Lord Chief Justice and Justices Darling and Jeff. This was an appeal in the case of Lloyd v. Sheon. Mr. Lloyd, owner of the *Agincourt* appealed against a decision at the Guildhall in favour of a seaman's claim for wages. The question was whether a seaman who signed articles for a voyage, wide enough to cover the Japanese war, was entitled on arrival of the vessel at Singapore with a cargo of coal to refuse to proceed to Nagasaki, and then claim his wages. Only one officer and one seaman did not refuse to proceed further than Singapore, and the ship was taken to Nagasaki by Chinese. It was arranged that the original crew should be picked up on the return voyage, but the ship going ashore, they had to come to England by other means. The respondent claimed four months' wages. The shipowner claimed that he was only liable for wages up to the date of the refusal to proceed on the voyage to Nagasaki. The Court held that the captain, by assenting to return and pick up the crew on the return voyage, acquiesced in the action of the seamen, who had not been discharged, and that the men were justified in not proceeding to a port within the war zone. The decision of the magistrate was, therefore, upheld.

It will be seen from this, says the *Japan Chronicle*, that the decisions at Hongkong, where seamen were punished for refusal to proceed to the port of a belligerent, were absolutely illegal, as we have consistently maintained. The view we ventured to express is now supported by the authority of the High Court of Justice.

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## SHIPPING.

## ARRIVALS.

CHARTERHOUSE, British str., 1,178, R. S. Bainbridge, 21st Aug.,—Ponang and Singapore 18th Aug., General.—Chinese.  
 CHILAN, Norwegian str., 1,102, H. Nilsen, 22nd Aug.,—Sourabaya 13th Aug., Sugar.  
 ERNEST SIMONS, French str., 3,500, Aillard, 22nd Aug.,—Nassauville 23rd July and Saigon 19th August, Mail and General.—Messageries Maritimes.  
 KALIAN, British str., 1,160, Speed, 21st Aug.,—Hongay 18th August, Coal.—Butterfield & Swire.  
 MONTANA, American str., 208, Carlos Canino, 21st Aug.,—Mauritius 18th August, Ballast.—Jorge & Co.  
 PROGRESS, Norwegian str., 1,641, M. G. Steen, 21st Aug.,—Sourabaya and Prolonging 9th Aug., Sugar.—Ordor.  
 TINGSAO, British str., 1,067, J. M. Smith, 22nd Aug.,—Wuhu and Chinkiang 18th August, Rice and General.—Jardine, Matheson & Co.

## DEPARTURES.

AT THE HONGKONG MASTER'S OFFICE.  
 22nd August.  
 TAIHAI, British str., for Ningpo.  
 SINGAI, German str., for Hainan.  
 23rd August.  
 ALCINOUS, British str., for Shanghai.  
 ASOT, British str., for Kobe.  
 DIGNY, Norwegian str., for Chongqing.  
 CHOWANG, British str., for Canton.  
 ERNEST SIMONS, French str., for Shanghai.  
 HAINAN, British str., for Swatow.  
 HYADES, Amer. str., for Tacoma.  
 JACOB DEDECHERSEN, Ger. str., for Hainan.  
 KUSAKA, British str., for Calcutta.  
 LAOS, French str., for Shanghai.  
 SYDNEY, French str., for Europe.  
 TEAK, British str., for Manila.  
 WIK, British str., for Kobe.

## SHIPPING REPORTS.

The British str. Charterhouse reports: Had moderate southerly wind from port to port.  
 The British str. Tingsao reports: Fresh monsoon; passing showers and fine weather.

## VESSELS PASSED ANJER.

August 3, British str. Yarrowburgh, from East.  
 August 4, Dutch str. Sofo, Engelseman, Aug. 4, from Batavia for Tjilatjap.  
 August 4, British str. Vandyke, Sharp, June 23, from London for Batavia.  
 August 5, British ship Johanna, Maciver, April 26, from New York for Anjer.  
 August 5, Norwegian ship. Dag, Johannsen, from Tular for Anjer.  
 August 8, Norwegian ship. Ota Pua, Andersen, July 10, from Aigou Bay for Anjer.

## VESSELS IN DOCK.

22nd August.  
 ABERDEEN DOCKS.—  
 Kowloon Docks.—Lanchuan, Nord. Wing-shai, Zafiro, Daymar, Chongcha, Montanes.  
 COMMERCIAL DOCK.—

## VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD, BREMEN.  
 IMPERIAL GERMAN MAIL LINE.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BLIS-BANE, SYDNEY AND MELBOURNE.

THE Steamship

"PRINZ SIGISMUND."

Captain Lenz, will leave for the above ports TO-DAY, the 23rd inst., at 10 a.m. This splendid Steamer is specially fitted for Passengers, and is installed throughout with Electric Light.

A duly qualified Surgeon and Stewardess are carried.  
 For Freight or Passage, apply to  
 NORDDEUTSCHER LLOYD,  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 22nd August, 1905. [1765]

FOR SINGAPORE AND CALCUTTA.

THE Steamship

"SAMBIA."

Captain Lubbing, will be despatched for the above ports TO-DAY, the 23rd inst., at 5 p.m. For Freight, apply to  
 HAMBURG-AMERIKA LINIE,  
 Hongkong Office.  
 Hongkong, 16th August, 1905. [1906]

FOR SHANGHAI AND TIENTSIN.

(Taking Cargo at Through Rates to TIENTSIN and CHEMULPO.)

THE Steamship

"EIGER."

Captain Rufen, will be despatched for the above ports on FRIDAY, the 25th inst., at 4 p.m. For Freight, apply to  
 SIEMSEN & CO.,  
 Agents.  
 Hongkong, 21st August, 1905. [1945]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA."

Captain Swanson, will be despatched as above on SUNDAY, the 27th inst., at DAYLIGHT. For Freight or Passage, apply to  
 JARDINE, MATHESON & CO.,  
 Agents.  
 Hongkong, 22nd August, 1905. [1953]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIAN, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORNEO, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship

"ARMAND BEHIC."

Captain Guionnet, will be despatched for MARSEILLES on TUESDAY, the 5th September, at 1 p.m. Passage tickets and through Bills of Lading issued for above ports.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "ERNEST SIMONS" ... 19th Sept.  
 S.S. "POLYNESIE" ... 3rd Oct.  
 S.S. "CALEDONIE" ... 17th Oct.  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 23rd August, 1905. [2]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Group Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	MALACCA	Brit. str.	—	G. W. Babot, R.N.R.	P. & O. S. N. Co.	About 31st inst.
LONDON, AMSTERDAM & ANTWERP	PARLINO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th Sept.
LONDON, AMSTERDAM & ANTWERP	ALCINOUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th Sept.
LONDON, AMSTERDAM & ANTWERP	DIOMED	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th Oct.
MARSEILLES, &c., VIA PORTS OF CALL	ARMAND BEHIC	Frans. str.	—	Guionnet	MESSAGERIES MARITIMES	On 5th Sept., at 1 p.m.
MARSEILLES, LONDON & ANTWERP	BENLARI	Brit. str.	—	Wallace	GUIN, LIVINGSTON & CO.	About 27th inst.
MARSEILLES, LONDON & ANTWERP	BARALONG	Brit. str.	—	Jeukins	NIPPON YUSEN KAISHA	On 1st Sept., at 4 p.m.
BREMEN, VIA PORTS OF CALL	P. E. FRIEDRICH	Ger. str.	—	E. Prehn	MELCHERS & CO.	On 30th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	k. w.	Sanders	HAMBURG-AMERIKA LINIE	On 28th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SPERMA	Ger. str.	k. w.	Ehlers	HAMBURG-AMERIKA LINIE	On 31st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. w.	Forek	HAMBURG-AMERIKA LINIE	On 6th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k. w.	Dehnen	HAMBURG-AMERIKA LINIE	On 20th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 4th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Kaisel	HAMBURG-AMERIKA LINIE	On 10th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k. w.	Madsen	HAMBURG-AMERIKA LINIE	On 18th Oct.
TRIESTE, &c., VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Schönfeldt	HAMBURG-AMERIKA LINIE	On 1st Nov.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	1 m.	Colledani	SANDER, WIELER & CO.	On 20th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th Oct.
NEW YORK, VIA PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	—	Petersen	DODWELL & CO., LD.	About 27th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	ALBENGA	Ger. str.	—	—	CARLOWITZ & CO.	About end Aug.
NEW YORK, VIA PORTS & SUEZ CANAL	SENECA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 20th Sept.
NEW YORK, VIA PORTS & SUEZ CANAL	VANDALIA	Ger. str.	k. w.	Grimes	STANDARD OIL CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	E. Beetham, R.N.R.	HAMBURG-AMERIKA LINIE	About 5th Oct.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1 m.	W. Davidson, R.N.R.	CANADIAN PACIFIC R. CO.	To-day.
VICTORIA (B.C.) & TACOMA VIA JAPAN	HYADES	Am. str.	—	Wright	DODWELL & CO., LIMITED.	On 13th Sept.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN	JASON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 22nd inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARAGONIA	Ger. str.	—	Schmidt	PORTLAND & ASIATIC S.S. CO.	On 1st Sept., at Daylight.
AUSTRALIAN PORTS VIA NEW GUINEA	PRINZ SIGISMUND	Ger. str.	—	Lenz	MELCHERS & CO.	To-day, at 10 a.m.
AUSTRALIAN PORTS VIA NEW GUINEA	EASTERN	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 6th Sept., at Noon.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	CHONGCHA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 31st inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	TIENHAI	Dut. str.	—	—	JAVA-CHINA JAPAN LINE	On 6th Sept.
JAPAN VIA SHANGHAI	TSINGHAI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 25th inst., at 3 p.m.
SHANGHAI VIA SWATOW	AMARA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	To-day, at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	NURIA	Brit. str.	—	Bendixen	OSAKA SHOSHEN KAISHA	On 24th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CLARA JENSEN	Ger. str.	—	Rafon	SIEMSEN & CO.	On 25th inst., at 10 a.m.
SHANGHAI & TIENTSIN	EIGER	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
SHANGHAI	KALAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI	SHAOHONG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
NINGPO & SHANGHAI	PARON	Brit. str.	1 m.	H. Olin	BUTTERFIELD & SWIRE	On 27th inst., at 8 a.m.
TAMSUI VIA SWATOW & AMOY	DAIIN MARU	Jap. str.	—	Krabbe	OSAKA SHOSHEN KAISHA	On 3rd Sept., at 8 a.m.
TAMSUI VIA SWATOW & AMOY	PROTEUS	Ger. str.	—	Thorstensen	OSAKA SHOSHEN KAISHA	To-day.
ANPING VIA SWATOW & AMOY	PROMISE	Ger. str.	—	Swanson	JARDINE, MATHESON & CO.	On 27th inst., at Daylight.
AMOY, STRAITS & RANGOON	PUNDUA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	CHILLY	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 25th inst., at 4 p.m.
MANILA	LONGSANG	Brit. str.	—	E. Rodger	SHEWAN, TOMES & CO.	On 26th inst., at Noon.
MANILA	ZAFIRO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MANILA	TAMING	Brit. str.	—	A. H. Noddy	SHEWAN, TOMES & CO.	On 2nd Sept., at Noon.
MANILA	RUBI	Brit. str.	—	Lahning	HAMBURG-AMERIKA LINIE	To-day, at 5 p.m.
SINGAPORE, SOURABAYA & SAMARANG	SAMBA	Brit. str.	k. w.	J. G. Spence	JARDINE, MATHESON & CO.	On 25th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	—	—	DAVID SASSON & CO., LD.	On 25th inst., at 3 p.m.
	LIGHTNING	Brit. str.	—	—	—	—

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Steamer.	Tons.	Captain.	Sailing Date.
HYADES	3,753	Wright	about August 22nd
LYRA	4,417	G. V. Williams	Friday, September 15th

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DODWELL & CO., LIMITED,  
 GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 22nd July, 1905. [7]

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST-PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR TAMSUI VIA SWATOW AND AMOY

THE CO. S.S. "DAIJIN MARU" LEAVING SUNDAY, 27th Aug., at 8 a.m.

H. OHTA

THE CHARTERED S.S. LEAVING

"PROMISE" WEDNESDAY, 23rd Aug.

THORSTENSEN

"CLARA JENSEN" FRIDAY, 25th Aug., at 10 a.m.

Bendixen

"PROTEUS" SUNDAY, 3rd Sept., at 8 a.m.

Krabbe

\* This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with electric light.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 5, Des Vaux Road Central.

Hongkong, 20th August, 1905. T. ARIMA, Manager. [14]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI, KOBE and YOKOHAMA

STEAMERS TO SAIL REMARKS.

SHANGHAI, KOBE and YOKOHAMA About 24th August Freight and Passage.

F. J. Fox

LONDON &c. MALTA Noon, 26th August See Special Advertisement.

R. A. Peters

YOKOHAMA VIA SHANGHAI, MOI and KOBE About 31st August Freight only.

(Passing through the Inland Sea) A. L. Valentini

LONDON and ANTWERP VIA SINGAPORE, PENANG, MALACCA About 31st August Freight and Passage.

G. W. Babot, R.N.R.

COLOMBO, PORT SAID and MARSEILLES

For further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 20th August, 1905. [1]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

1905

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 30th August

PREUSSEN ... WEDNESDAY ... 13th September

ROON ... WEDNESDAY ... 27th September

BYERN ... WEDNESDAY ... 11th October

ZIETEN ... WEDNESDAY ... 25th October

PRINZESS ALICE ... WEDNESDAY ... 8th November

SACHSEN ... WEDNESDAY ... 22nd November

PRINZ REGENT LUITPOLD ... WEDNESDAY ... 6th December

PRINZ HEINRICH ... WEDNESDAY ... 20th December

1906

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 3rd January

PREUSSEN ... WEDNESDAY ... 17th January

ROON ... WEDNESDAY ... 31st January

BYERN ... WEDNESDAY ... 14th February

ZIETEN ... WEDNESDAY ... 28th February

ON WEDNESDAY, the 30th day of AUGUST, 1905, at Noon, the Steamship

"PRINZ EITEL FRIEDRICH," Captain E. Prehn, with MALES, PASSENGERS,

SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 28th August. Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 29th August, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 29th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than 32.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 19th August, 1905. [5]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRERRE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

LIBERIA ... HAVRE and HAMBURG ... On 29th Aug. Freight.

SPEZIA ... HAVRE and HAMBURG ... On 31st Aug. Freight.

Capt. Ehlers ... (Calling at Singapore, Penang and Colombo) ... On



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 30th August.
GLASGOW and LIVERPOOL	"JASON"	On 31st August.
GLASGOW and LIVERPOOL	"TEENKAI"	On 31st September.
GLASGOW and LIVERPOOL	"DIOMED"	On 14th September.
GLASGOW and LIVERPOOL	"KAISOW"	On 14th September.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st September.
GLASGOW and LIVERPOOL	"TYDEUS"	On 28th September.
GLASGOW and LIVERPOOL	"CHINGWO"	On 28th September.
GLASGOW and LIVERPOOL	"KINTUCK"	On 5th October.

## HOMEWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 12th September.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 26th September.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 10th October.
LONDON, AMSTERDAM and ANTWERP	"AGAMEMNON"	On 20th October.
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 24th October.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"JASON"	On 3rd September.
	"TYDEUS"	On 1st October.

## WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"YANGTZE"	On 28th September.
	"KEEMUN"	On 30th October.

For Freight, apply to—

**BUTTERFIELD & SWIRE,**

AGENTS. [9-10]

Hongkong, 18th August, 1905.

# CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"PAKHOI"	On 23rd August.
SHANGHAI	"KALGAN"	On 25th August.
SWATOW, WEIHAWEI, CHEFOO, and TIENTSIN	"CHIHLI"	On 28th August.
MANILA	"TAMING"	On 29th August.
SHANGHAI	"SHAOSHING"	On 29th August.
KOBE	"CHANGSHA"	On 6th September.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified  
Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**

AGENTS. [11]

Hongkong, 20th August, 1905.

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"AMARA"	Wednesday, 23rd Aug., 3 P.M.
TIENTSIN	"ESANG"	Friday, 25th Aug., 3 P.M.
SINGAPORE, SOERABAYA and SAMARANG	"SUISANG"	Friday, 25th Aug., 3 P.M.
MANILA	"LOONGSANG"	Friday, 25th Aug., 4 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze  
Ports.

For Freight or Passage, apply to **JARDINE, MATHESON & CO.,**  
HONGKONG, 20th August, 1905. GENERAL MANAGERS. [18]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amplitudes. Electric Light. Perfect  
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat., 26th Aug., Noon.
RUBI	2540	A. H. Noley	Manila	Sat., 26th Sept., Noon.

For Freight or Passage apply to

**SHEWAN, TOMES & CO.,**

GENERAL MANAGERS. [15]

Hongkong, 14th August, 1905.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ  
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "SIERRA BLANCA" ... On 20th September.

For freight and further information apply to

**SHEWAN TOMES & CO.,**

GENERAL AGENTS. [1004]

Hongkong, 7th August, 1905.

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
"EMPRESS OF INDIA" 6,000 Tons Com. E. Boehm, R.N.R. WEDNESDAY, 23rd Aug.  
"TARTAR" 4,425 Tons Com. W. Davison, R.N.R. WEDNESDAY, 13th Sept.  
"EMPRESS OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 20th Sept.  
"EMPRESS OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 18th Oct.  
"ATHENIAN" 3,562 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 1st Nov.  
Hongkong to London, 1st Class ... via St. Lawrence 230. via New York 262.  
Intermediate on Steamers, ... 240. " " 262.  
and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIP passing through the  
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
P. E. BROWN, General Agent,  
Corner Pedder Street and Praya, opposite Blake Pier.

# JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	Second half of August	JAPAN via SHANGHAI	Second half of August
TJILATJAP.	JAPAN	Second half of August	JAVA PORTS	First half of September
BOGOR.	JAPAN	First half of September	JAVA PORTS	First half of September
TJIPANAS.	JAVA	Second half of September	JAPAN via SHANGHAI	Second half of September

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports no  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE  
JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor.  
Hongkong, 8th August, 1905. [16]

## VESSELS ON THE BERTH

"BEN" LINE OF STEAMSHIPS.

FOR MARSEILLES, LONDON AND  
ANTWERP.

THE Steamship  
"BENLARIQ,"  
Captain Wallace, will be despatched as above  
on or about the 27th inst.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 3rd August, 1905. [1828]

NIPPON YUSEN KAISHA.

FOR MARSEILLES, LONDON AND  
ANTWERP, VIA SINGAPORE, PENANG,  
COLOMBO, AND PORT SAID.

THE Bucknall Line Steamship

"BARALONG,"  
Captain Jenkins, will be despatched for the above  
ports on FRIDAY, 1st September, at 4 P.M.

For Freight, apply to  
NIPPON YUSEN KAISHA,  
Agents.

Hongkong, 21st August, 1905. [1839]

FOR NEW YORK  
VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR  
COAST).

THE Steamship  
"GENECA,"  
Captain Grimes, will be despatched as above  
later part of September, 1905.

For Freight, or other information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department.  
(Hotel Mansions, 2nd Floor).

Hongkong, 19th August, 1905. [1926]

MITSUBISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.C., and Engineering Code-Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet.

Length on Blocks ... 724 "

Width of Entrance on Top ... 964 "

Width of Entrance on Bottom ... 884 "

Water on Blocks at Spring Tide ... 344 "

DOCK No. 1.

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 264 "

DOCK No. 2.

Extreme Length ... 371 feet.

Length on Blocks ... 361 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and also ELECTRICAL  
WORK.

A LARGE STOCK OF MATERIAL is  
always kept on hand.

The COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 I.H.P.)  
especially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice. [1853]

LENNOR, British str., 2361, F. McNair, 15th  
Aug.—Calcutta 29th June, Port Iron—  
Dodwell & Co.

LIGHTNING, British str., 2,122, J. G. Spence,  
21st Aug.—Calcutta via Straits 5th Aug.  
General.—David Sassoon & Co.

LOONGSANG, British str., 1,092, A. E. Sandbach,  
21st August—Manila 18th Aug., General.  
—Jardine, Matheson & Co.

LYDIA, German str., 1,771, C. Meyer, 12th  
Aug.—Wuhu and Chinkiang 7th Aug.  
General.—Siemssen & Co.

MADDERINE RICKMERS, German str., 1,120,  
Simonsen, 10th Aug.—Bangkok 12th Aug.  
Rice.—Butterfield & Swire.

M. SEIWA, German str., 496, F. Brandt, 10th  
Aug.—Newchwang 5th Aug. and Chefoo  
7th, General.—Chinese.

NORD, Norwegian str., 730, Georg Haraldsen,  
5th Aug.—Newchwang and Chefoo 30th  
July, General.—Angard, Thorsen & Co.

ONANG, British str., 1,787, J. T. Davies, 10th  
Aug.—Samarang 8th August, Sugar.—  
Jardine, Matheson & Co.

ORNDALE, British str., 2,305, Jas. Hamilton,  
18th Aug.—Kobe 14th August, General.—  
Arnold, Karberg & Co.

PAKHOI, British str., 1,276, Tuebbin, 18th  
Aug.—Shanghai 12th August, General.—  
Butterfield & Swire.

PELAYO, British str., 1,100, Prynn, 17th Aug.—  
Tientsin 9th Aug., Ballast—Geo. Mc.  
Bain.

PETARCH, German str., 1,259, C. Ahrens, 7th  
Aug.—Amoy 5th Aug., Ballast—Sandor,  
Wielor & Co.

POCHMAN, German str., 1,799, Lenacka, 24th  
July.—Saigon 30th July, General.—Jensen  
& Co.

PROMISE, Norwegian str., 714, E. Christensen,  
19th Aug.—Amoy 18th Aug., Amoy 17th  
and Swatow 18th, General.—Usaka Shosen  
Kaisha.

RADNORSHIRE, British str., 1,889, J. Haffner,  
21st Aug.—London and Singapore 15th  
August, General.—Shewan, Tomes & Co.

ROUN, British str., 1,819, A. H. Noley, 21st  
August.—Manila 18th August, General.—  
Shewan, Tomes & Co.

SABINE RICKMERS, British str., 600, Miles,  
7th Aug.—Swatow 6th Aug., Ballast—  
Arnold, Karberg & Co.

SAMSER, German str., 998, F. Rehvoeld, 21st  
Aug.—Bangkok 9th Aug., Rice and General.  
—Melchers & Co.

SEONAL, German str., 507, A. Bendixen, 20th  
Aug.—Haiphong and Hoihow 19th Aug.,  
Rice and General.—Jensen & Co.

SEPTIN, British str., 1,393, J. E. Farrell, 20th  
Aug.—Singapore 14th Aug., Kerosene  
Oil—Geo. McBain.

SUISAN, British str., 1,776, F. Wheeler, 12th  
August.—Calcutta 28th July, Coal.—Jar-  
dine, Matheson & Co.

TELMACHUS, British str., 1,300, J. Williamson,  
11th Aug.—Saigon 7th Aug., General.  
Rice, Kerosene, Oil.

THYRA, Norwegian str., 2,419, R. M. Foy,  
3rd Aug.—Kinchington 27th July, Coal—  
Mitsui Bussan Kaisha.

TJIMAHU, Dutch str., 2,470, N. de Drouwers,  
19th Aug.—Macassar 11th Aug., General.  
Java-China-Japan Lijn.

THORMA, Norwegian str., 1,187, F. Jager, 21st  
August.—Wakamatsu 14th Aug., Coal—  
Mitsui Bussan Kaisha.

ZAFIRO, British str., 1,618, R. Rodger, 14th  
Aug.—Manila 11th Aug., General.—  
Shewan, Tomes & Co.

THE above Steamers having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersig-  
nature, and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

DODWELL & CO., LD.,  
Hongkong, 18th August, 1905. [7]

PORTLAND AND ASIATIC STEAM-  
SHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARAGONIA,"  
FROM PORTLAND (ENGL.), YOKOHAMA,  
KOBE, AND MANILA.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersig-  
nature, and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

S. SILVERSTONE,  
Acting General Agent.  
Hongkong, 20th August, 1905. [13]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

"LIGHTNING,"  
having arrived from the above ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.

Cargo impeding the discharge of the Vessel  
will be landed at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the  
23rd inst. will be landed at Consignees' risk  
and expense into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited.

Consignees of Cargo from SINGAPORE  
and PENANG are requested to take IM-  
MEDIATE delivery of their Goods from  
alongside, such Cargo impeding the discharge  
of the Vessel will be landed and stored at  
Consignees' risk and expense.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
undersigned.

DAVID SASSOON & CO., LD.,  
Agents.  
Hongkong, 21st August, 1905. [1946]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON  
AND STRAITS.

THE Steamship

"RADNORSHIRE,"  
Captain J. M. Haffner, having arrived from the  
above ports, Consignees of Cargo are hereby in-  
formed that their Goods are being landed  
at their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Consignees'  
risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 27th inst. will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, and they will be  
examined on the 28th inst. at 2.30 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 21st August, 1905. [1954]

THE NEW FRENCH REMEDY

TRADE MARK

THE successful and highly popular remedy, used in the  
Continental Hospitals by Rind, Rostan, Joubert, Velepe  
and others, cures all the diseases of the skin, is a  
medicine of the kind, and surpasses everything hitherto  
employed.



